



THE WEEK IN MOTOR CIRCLES

—WITH TRADE AND OWNER—



\$16,000,000 IN AUTO FEES SPENT FOR COUNTRY ROAD BUILDING, 1915

(Special Star-Bulletin Correspondence)
WASHINGTON, D. C., July 3.—Ninety per cent of the registration and license fees paid in 1915 by automobilists to the states, or \$16,213,387, was spent for the building and maintenance of county and state roads, according to a compilation just published by the office of public roads, U. S. department of Agriculture. In all, 2,445,864 motor vehicles were registered in that year and their owners paid a total of \$18,245,713 for registrations and drivers' and dealers' licenses. This is an increase of \$5,862,760 over 1914, and an increase of 734,325 in the number of vehicles registered. Automobile fees now defray nearly 7 per cent of the total amount spent on rural roads and bridge building, whereas in 1906 the income from this source was less than three-tenths of 1 per cent of the total expenditure.

The growth of the volume of fees and registrations is noted by the fact that in 1901 New York, the first state to require fees, collected only \$954. In 1906 only 48,000 cars were registered throughout the entire United States. By 1915, however, the number had jumped to the figure given, so that there is slightly more than one motor car registered for each of the 2,375,000 miles of road outside of the incorporated towns and cities.

Cars and Road Mileage

The relation between cars and road mileage varies widely in different sections. There is only one motor car for every six miles of rural road in Nevada, but nearly six motor cars for every mile of such road in New Jersey. There is an average of one motor car registration for every 44 persons in the United States. Iowa apparently leads, however, with one motor car for every 16 persons, while only one for every 290 persons is registered for Alabama.

It must be understood, however, that the figures of registration do not necessarily represent a total number of cars, as some of the states do not

require annual registration. Others group pleasure and commercial cars and motorcycles in their accounts, while still other states do not require registration of motorcycles.

Much Inequality in Fees

There is great inequality in the registration fees charged by the different states. The average for the United States was \$7.46. The State of Vermont, however, secured in 1915 a car, while Minnesota received only about 50 cents annually for each car. In Texas and South Carolina no annual registration fees are collected, the only requirement being a county fee of 50 cents and \$1 respectively for perennial registration. Most of the states, however, also levy annual taxes on motor vehicles and this adds importantly to the public revenue contributed by the owners of motor-propelled vehicles.

In the use of fees, however, there seems to be a general policy of applying the major part of the money collected from automobilists directly to road betterment. In 42 of the states of the Union all or the major portion of the motor vehicle revenue must be expended for the construction, improvement or maintenance of the public roads, or for the maintenance of the state highway department. In 20 states all or the major portion of the net motor vehicle revenues are expended by or under the supervision or direction of the state highway department. In seven states one-half to one-fourth of the state motor vehicle revenues are expended through the state highway department and the remainder by the local authorities. Many states, in addition to applying license fees to road construction, expend for this purpose a large part of the fines and penalties collected from owners.

California Leads in Fees Collected

In the number of registrations New York state led in 1915 with 255,242. Illinois was second with 180,832, California third with 163,797 and Pennsylvania fourth with 160,187. In gross revenues received from this source,

KITE BALLOON GIVEN TO ARMY BY GOODYEARS

Tire and Rubber Company Presents Latest Type of War Balloon to Field Artillery

As material and practical evidence of its desire to cooperate fully with the government in building up the national defense and its interest in the national preparedness program, The Goodyear Tire & Rubber Company, Akron, Ohio, has presented to Battery "B," Ohio Field Artillery, stationed at Akron, a fully equipped military kite balloon ready for immediate use. Thus Goodyear earns the distinction of furnishing the first kite balloon ever owned by the National Guard in any state. The balloon is of the same type as the one recently delivered to the U. S. navy for use at the Naval Aeronautic station at Pensacola, Florida. It was designed and made entirely in the Goodyear factory. Goodyear recently sent an aeronautic expert abroad to make a scientific study of kite balloon development to be better able to assist the U. S. government in building up its aeronautic service.

The balloon just donated to the National Guard is the very latest development in kite balloons and embodies many scientific principles which have been worked out exclusively by Goodyear aeronautic engineers.

The importance of kite balloons in present day military campaigns is emphasized by the multiplicity of balloons now in use in Europe. On the European battle fronts they are placed at frequent intervals to insure aerial surveys of the entire front constantly and are indispensable.

Undoubtedly Goodyear's gift to the Ohio National Guard will mark the beginning of a very considerable development in this exceedingly important arm of the service.

however, California led with \$2,027,432. New York was second with \$1,991,181. Pennsylvania third with \$1,665,276; while Iowa, with 145,003 cars registered, came fourth in point of revenue with \$1,533,054.

BEST WAYS TO SUFFER INJURY BY AUTOS TOLD

There are twelve ways — twelve good ways — of getting killed by an automobile. There may be more; but after an exhaustive investigation of the ways and means of getting one's own goat with the aid of a motor car, experts on the subject have compiled a dozen of the easiest and most effective methods which are calculated to meet all requirements. These experts have also compiled a list of twelve good ways of becoming involved in automobile accidents. Both lists follow:

Twelve Ways to Get Killed By An Automobile.

1. By trying to "beat out" an approaching automobile.
2. By dodging on streets.
3. By crossing behind street cars.
4. By standing outside the safety zone while waiting for a car.
5. By alighting from street cars without looking for approaching automobiles.
6. By approaching street cars from the wrong side of the street.
7. By crossing the street in the middle of the block.
8. By becoming confused at the sudden approach of an automobile.
9. By stopping to gossip or to adjust dress while crossing street.
10. By losing one's head at night in the glare of flaring headlights.
11. By loitering or playing on the streets.
12. By disregarding traffic signals.

Twelve Ways to Figure in Automobile Accidents.

1. By speeding.
2. By jayriding.
3. By driving past standing cars.
4. By dashing from side streets without proper heed.
5. By zigzagging at speed in and out of traffic.
6. By driving on slippery pavements without chains.
7. By driving on the wrong side of the street.
8. By employing glaring headlights without proper use of dimmer.
9. By speeding around corners.
10. By trying to pass others in line while waiting traffic signal.
11. By passing a preceding machine on the wrong side.
12. By disregarding traffic signals.

Mexican Embassy officials at Washington announced that necessary aid will be given to Mexicans who desire to leave the United States.

When Your Eyes Need Care Try Marine Eye Remedy

VULCANIZING HINTS WHICH ARE INVALUABLE TO ALL MOTORISTS

The growing popularity of black tread tires has created a demand for a high grade tread suitable for repairing them. This need has been promptly and ably supplied by the new Goodyear G-105 black tread gum.

An important characteristic of this gum is its low specific gravity, which is 1.40, as compared with 1.66, the average for tread stocks. This means that G-105 possesses about 18 per cent more bulk (taken weight for weight) than other gums. In other words, if you buy 25 pounds of the Goodyear gum you can do 18 per cent more work with it than with 25 pounds of gum of the average specific gravity.

While low specific gravity is a highly desirable quality, repair gums possessing it have to be more painstakingly handled than the heavier stocks. If blistering is to be avoided, in working with G-105 it should be carefully applied and thoroughly rolled down and all air blisters removed. It is very important, too, that the air bag be inflated to at least 70 pounds pressure.

Air Bag Precautions.

A successful western vulcanizer has

found that he can save a great deal of money in the course of a year simply by being careful with his air bags.

This man has discovered that different types and makes of tires vary considerably in inside dimensions, and he doesn't care to abuse his air bags by forcing a fit and running the risk of stretching or buckling the bag.

The shape and inside dimensions of a Q. D. clincher tire are different from a straight side tire, so this vulcanizer has two sets of air bags, one for each type of tire.

Tires of the same type but of different makes also vary in their dimensions, but of course, it would not be practical to have a different set of air bags for every brand of tires. To get around this difficulty the western vulcanizer has pads of various sizes which he uses to insure a perfect fit. When it is considered that an air bag gets so hard and brittle on the inside, even after only ten or fifteen cures, that it is likely to be ruined if it is stretched or buckled, the importance of these precautions will be apparent.

Tire Repair Manual.

Hundreds of vulcanizers have asked for the new Goodyear Manual of Tire

Repairing. One of them has this to say about the book:

"I think it is a great help to any one just beginning to work at tire repairing. I know that it has helped me a great deal, because since I have read the manual through I have more confidence and also know that my work has improved."

Any vulcanizer who has not received his copy of the manual should write to Dept. F, The Goodyear Tire & Rubber Co., Akron, Ohio.

Bulging Repairs.

Some vulcanizers ask why repairs bulge between the tread and side walls after the tires have been run a couple of weeks.

The most likely explanation is that the pressure on the sides of the casing is insufficient. If an air bag is not used, care should be taken to see that the cross wrapping is applied firmly.

FRENCH TROOPS ENRICH GREECE

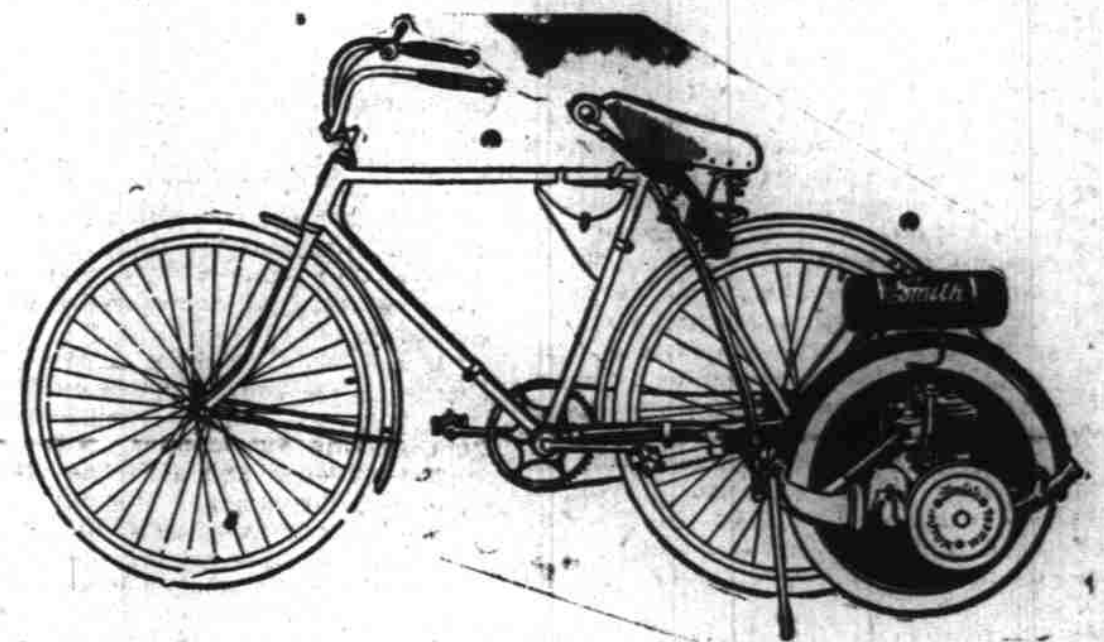
SALONIKI, Greece, June 20.—The banks of this city figure that \$1,500,000 is being spent weekly by the French troops in Macedonia. At least this amount passes from Paris to Saloniki through the hands of the local Greek bankers each week. It is possible that considerably more comes to the French soldiers in money orders and registered letters of which the local bankers have no record. The British troops spend only \$1,000,000 a week, as much more of the British stores are sent out from home than is the case with the French.

DUKE INSPECTS CANADIAN ARMY IN CHALMERS '6

His Highness the Duke of Connaught, in his capacity as governor general of Canada, has probably inspected a greater number of troops in the past year than any other man in the British empire.

A good two-thirds of the Canadian Overseas contingent have passed under his critical eyes in the various training camps and recruiting points in Canada. During his recent visit to Port Arthur, Ont., to review the troops of the 52nd Battalion, now seeing active service in France, he used a Chalmers Six as a means of quick transportation. In the photograph taken in front of the Port Arthur armory, the Duke of Connaught is seated at the left in the rear seat. At his side is Col. Rutan, district commander.

The Chalmers Six used on the occasion had been driven 16,000 miles in livery service. The only attention given the car was the removal of carbon deposits after 14,000 miles, and the original set of spark plugs is still in position.



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TWO-THIRDS of all the new cars being equipped by their makers with cord tires are going out on Goodyear Cords.

That is important; but the rapidly increasing favor of these tires among owners of all cars everywhere is more significant to you.

For it shows that motorists in general have found out—as the car makers found out—that every good car gains in looks, in power-saving and gas mileage, in long life and smooth riding through Goodyear Cord Tires.

Goodyear No-Hook Cord Tires are made strong, safe and sturdy by these unique advantages:
Jars and jolts are combatted by great strength and the suppleness of Goodyear Cord construction.
They are easy to put on and take off because they do not rust fast to the rim.
Blowouts are lessened by our No-Rim-Cut feature.
Punctures and skidding are reduced by our double-thick, All-Weather Tread.
Loose Treads are diminished by our On-Air Cords.
Blowing off the rim is prevented by our Braided Piano Wire Beads.

GOODYEAR
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TIRES

Goodyear Tires, Heavy Tourist Tubes and "Fire Saver" Accessories are easy to get from Goodyear Service Station Dealers everywhere.

